

5.0 Project Eligibility Requirements

Each project must meet the following basic eligibility requirements:

- The proposed project must be shown on an airport layout plan approved by DOAV and FAA as appropriate.
- A sponsor shall provide documentation of environmental coordination and the findings and acceptance from the appropriate authorities on all environmental actions for a project as required by federal or state law. This documentation could be a Categorical Exclusion (CAT EX), a Finding of No Significant Impact (FONSI), a Record of Decision (ROD), or a Coastal Zone Resource Management (CZRM) determination if applicable.
- If a sponsor is applying for state funds to match a federal project that requires a benefit cost analysis, the analysis must be approved by FAA before DOAV will offer a favorable recommendation on the project.

In addition to these basic eligibility requirements, prerequisites are required for many projects. For example, a security improvement project for a general aviation airport must be identified on an approved security plan in order to be eligible for state funding.

Projects to bring an airport into compliance with the state's minimum airport licensing standards as stated in *Virginia Aviation Regulations* 24 VAC 5-20-140 are eligible.

5.1 Obstructions

For airports that have FAR Part 77 and/or *Virginia Aviation Regulations* 24 VAC 5-20-140 obstructions and cannot meet *FAA Advisory Circular 150/5300-13*, the sponsor is not eligible for Commonwealth Airport Fund or Aviation Special Fund discretionary funding. Exceptions will be allowed for the following types of projects:

- obstruction removal and/or mitigation projects
- planning projects to identify and/or mitigate obstructions
- security plan and audit projects
- projects deemed by the VAB and/or DOAV as critical to the safety of the flying public or as an emergency

If an airport has unmitigated obstructions, the sponsor may request an exception from the VAB; however, the sponsor must submit a project request to compete for funding at the next VAB meeting and demonstrate a mitigation plan.

Airport sponsors must certify their obstruction status each time they request funding. They will be able to use one of the following sources, which are valid for 24 months, to support their certification:

- licensed surveyor's report
- FAA 5010 survey
- state airport license survey
- PhotoSlope survey
- obstruction analysis element of an airport layout plan update
- FAR Part 139 inspection, for air carrier airports only

If an airport has unmitigated obstructions, the airport sponsor cannot receive new funding from any of the state programs except for projects to mitigate the obstructions; however, the airport sponsor may request a funding increase to an existing tentative allocation or grant.

5.2 Design and Construction Standards

DOAV intends that FAA standards and specifications be used in the design of air facility infrastructure, including facilities and equipment, where not specified in *Virginia Aviation Regulations* 24 VAC 5-20-140. Airports not included in the NPIAS should use design standards set in the *Virginia Aviation Regulations* and Virginia Department of Transportation (VDOT) construction standards. The department may allow or, for federally funded projects, seek FAA approval to use VDOT construction standards and specifications for general aviation airport infrastructure development on a case-by-case basis. The state's minimum airport licensing standards for airports are provided in Appendix E Minimum Standards for Licensing, and the VDOT construction standards can be found online at www.virginiadot.org.

5.3 Local Service Airports

Only safety and preservation projects are eligible for local service airports, with the exception of terminal buildings and fuel systems. Eligible safety and preservation projects include but are not limited to:

- pavement rehabilitation
- obstruction removal to meet visual approach standards as stated in *Virginia Aviation Regulations* 24 VAC 5-20-10 and *Code of Virginia* §5.1-7 and the acquisition of easements needed for such obstruction removal
- lighting system rehabilitation

Examples of projects not eligible at local service airports are acquisition of land, acquisition of easements to meet standards higher than visual approach standards, and hangar site development.

The costs for improvements needed for a local service airport to transition to a general aviation community airport must be borne by the sponsor. Prior to initiating improvements, the sponsor should first receive DOAV approval.